
CHECKLIST & TABLE OF CONTENTS

APPLICANT: Elkton, Town of

NAME OF SUSTAINABLE COMMUNITY: Elkton Sustainable Community Area

Please review the checklist of attachments and furnish all of the attachments that are applicable. Contents of the notebook should be tabbed and organized as follows:

- ☐ **TAB #1 Applicant Information**
- ☐ **TAB #2 Sustainable Community Baseline Information - In addition to hard copies of the project location map, a detailed listing of parcels (i.e. Parcel ID Numbers) that form the project boundary should be included. Maps should also be submitted in electronic GIS form (shape file). If you have additional comments or questions, please contact Brad Wolters, Senior GIS Specialist, DHCD, wolters@mdhousing.org.**
- ☐ **TAB #3 Local Capacity to Implement Plans & Projects: Attach Sustainable Communities Workgroup roster noted in Section III**
- ☐ **TAB #4 Sustainable Community Plan**
- ☐ **TAB #5 Progress Measures**
- ☐ **TAB #6 Local Support Resolution**
- ☐ **TAB #7 Signed Sustainable Community Application Disclosure Authorization and Certification**

**All documents on this checklist are mandatory.
Failure to provide the requested document will automatically deny your application.**

I. SUSTAINABLE COMMUNITY APPLICANT INFORMATION**Name of Sustainable Community:** Elkton Sustainable Community Area

Legal Name of Applicant: Elkton, Town of

Federal Identification Number: 52-6000790

Street Address: PO Box 157

City: Elkton**County:** Cecil**State:** MD**Zip Code:** 21922-

Phone No: (410) 398-4999**Fax:** (410) 398-0128**Web Address:**

Sustainable Community Contact For Application Status:**Name:** Jeanne Minner**Title:** Director of Planning

Address: 100 Railroad Avenue**City:** Elkton**State:** MD**Zip Code:** 21921

Phone No: 410-398-4999 x**Fax:** 410-398-0128**E-mail:** jeanne.minner@elkton.org

Person to be contacted for Award notification:**Name:** Jeanne Minner**Title:** Director of Planning

Address: 100 Railroad Avenue**City:** Elkton**State:** MD**Zip Code:** 21921

Phone No: 410-398-4999 x**Fax:****E-mail:** jeanne.minner@elkton.org

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

Through this section, applicants will demonstrate that trends and conditions in homeownership, property values, employment, commercial and residential vacancy, community facilities and infrastructure, natural resources, the local business and residential districts show a need for new or continued revitalization reinvestment. Demographic data and trends provided by Applicants should support the choice of the proposed Sustainable Community Area boundary and help form a basis for needs and opportunities to be addressed through the initiatives and projects described in the Sustainable Community Action Plan (Section IV).

POINTS IN THIS SECTION WILL BE AWARDED BASED ON THE SC AREA'S NEED FOR REINVESTMENT AS EVIDENCED BY THOROUGH DESCRIPTIONS OF CURRENT CONDITIONS OR TRENDS (and will not be based upon current or planned revitalization activities which will be covered in Section IV).

A. Proposed Sustainable Community Area (s):

County: Cecil

Name of Sustainable Community: Elkton Sustainable Community Area

Include boundary descriptions and a map of the Sustainable Community. In addition to hard copies of the of the project location map, a detailed listing of parcels (i.e. Parcel ID Numbers) that form the project boundary should be included. If possible, maps should also be submitted in electronic GIS form (shape file). If you have additional comments or questions, please contact Brad Wolters, Senior GIS Specialist, DHCD, Wolters@MdHousing.org

Beginning where Route 279 crosses the Little Elk Creek, thence; Running Northeasterly 930'± along MD 279 to MD 545, thence; Northerly along MD 545, 1,400'± to the Town of Elkton Corporate Limits, thence; Running Northeasterly and Northerly along the Town of Elkton Corporate Limits, 5,300'± to Dogwood Road, thence; Easterly along Dogwood Road, 1,450'± to MD 213, thence; Running Southerly along MD 213, 1,750'± to the Northerly boundary line of Lands of Janemar, LLC (parcel 2142), thence; Along the Northerly boundary lines of Lands of Janemar LLC (map 0306, parcel 2142) and lands of Singerly Fire Engine Company (map 306, parcel 2154) and along the Northerly and Easterly boundary lines of the Board of Education of Cecil County (map 306, parcel 2133), 3,150'± to Walnut Lane, thence; Southeasterly along Walnut Lane, 900'± to Route 279, thence; Easterly along MD 279, 280'± to the Big Elk Creek, thence; Southerly, Southeasterly and Easterly along the Big Elk Creek, 6,700'± to MD 281, thence; Crossing MD 281 (E. Main Street) running Easterly along the Town of Elkton Corporate Limits, 3,150'± to the Westerly boundary line of the Colonial Ridge Subdivision, thence; Southerly along the Westerly boundary line of the Colonial Ridge Subdivision, 3,475'± to MD 7, thence; Easterly along MD 7, 1,685'± to Lands of Capri Property Management, LLC (map 316, parcel 2327, lot 2), thence; Running Northeasterly along the Northwesternly boundary lines of Lands of Capri Property Management, LLC (map 316, parcel 2327, lot 2), Elkton Village Limited Partnership (map 316, parcel 2327, lot 2), Board of Education of Cecil County (map 316, parcel 2343), Merritt Parkway Associates (map 316, parcel 2329), Aubrey H. Ewing (map 316, parcel 2330), BVG Elkton, LLC (map 316, parcel 2438), Mary A. Maloney (map 316, parcel 2332), P.J.K. LLC (map 316, parcels 2333 & 2334), Delancy Plaza, LLC (map 316, parcel 2336), Fasano & Ferguson Development, Inc. (map 316, parcel 2337) and Williams Family Automotive Group (map 312, parcel 2432, lots 1 & 2) also crossing Route 781 (Delancy Road), Melbourne Boulevard and Automotive Boulevard, 8,000'± to the Maryland/Delaware State Line, thence; Southerly along the Maryland/Delaware State Line, crossing Route 40, 4,175'±, thence; Running Southwesterly and Northwesternly along the Town of Elkton Corporate Limits, 5,175'± to Lands of Sentman Distributors, Inc. (map 316, parcel 2342), thence; Along the Southerly, Westerly, Northerly and Westerly boundary of Lands of Sentman Distributors, Inc., 2,800'± to Route 40, thence; Westerly along Route 40, 2,560'± to the Easterly boundary line of Lands of Williams Family Automotive, LLC (map 316, parcel 2462), thence; Southwesterly, Northerly, Westerly, and Southerly along the Southerly boundary line of Lands Now or Formerly Williams Family Automotive, LLC (map 316, parcels 2462 & map 315, parcel 2462), Glenn J. & Theresa S. Shortall (map 315, parcel 2385), Bayscape Properties, LLC (map 315, parcel 2384), Mini, Inc. (map 315, parcel 2382, Lot 8A) and Acorn Investment Co, LLC (map 315, parcel 2382, lot 6A), 4,780'±, thence; Southerly through Lands of Southside LLC (map 320, parcel 2369) and along the Easterly Boundary of Homes for Elkton (map 320, parcel 2368), 875'± to Bridgewell Parkway, thence; Westerly along Bridgewell Parkway, 1,200'± to Whitehall Road, thence; Southwesterly along Whitehall Road, crossing MD 213, 3,525'± to the Westerly boundary line of South Stream Subdivision, thence; Northwesternly along the Westerly Boundary of South Stream Subdivision, 610'± to the Town

of Elkton Corporate Limits, thence; Northwesternly along the Town of Elkton Corporate Limits, 415'± to the Big Elk Creek, thence; Westerly along the Big Elk Creek, 400'± to the Little Elk Creek, thence; Northerly, Northwesternly, Westerly and Southwesterly along the Little Elk Creek, crossing Old Field Point Road and MD 40, 12,450'± to Route 279 and the point of BEGINNING.

Containing 2,741.14 acres more or less.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

Approximate number of acres within the SC Area: 2,714.00

Existing federal, state or local designations (check all that apply):

- | | |
|---|---|
| <input checked="" type="checkbox"/> Community Legacy Area | <input checked="" type="checkbox"/> Designated Neighborhood |
| <input checked="" type="checkbox"/> Main Street | <input type="checkbox"/> Maple Street |
| <input checked="" type="checkbox"/> Local Historic District | <input type="checkbox"/> National Register Historic District |
| <input checked="" type="checkbox"/> A & E District | <input checked="" type="checkbox"/> State Enterprise Zone Special Taxing District |
| <input type="checkbox"/> BRAC | <input type="checkbox"/> State Designated TOD |
| <input type="checkbox"/> Other(s): _____ | |

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

Prior Revitalization Investments & Smart Growth:

(a) List and describe any significant State and local smart growth or revitalization related program investments (for instance, Community Legacy or SC Rehab Tax Credit) that have been invested in the Area since the launching of Maryland's Smart Growth initiative and programs in 1997 (including Housing investment). What impact have these investments made in the community? (Answer Space 4,000 characters)

The Town of Elkton has had much success working with State and Federal partners to ensure the vitality and sustainability of our proposed Sustainable Community Area.

Elkton has been a Community Legacy Area since 2002 and was awarded \$205,000 to develop a Marketing Analysis and Marketing Plan and establish a Visitor Center in a significant historic building. DBED provided \$55,000 for development of Elkton's Downtown Master Plan. Brochures developed as a result of the Marketing Plan were invaluable at the BRAC relocation fairs. \$1.8 million in Community Development Block Grants were invested in housing rehabilitation, a Family Support and Education Center, the rehabilitation of two water towers and ADA sidewalk improvements in the downtown area and adjacent neighborhoods.

Elkton was approved as a Main Street Community in 2003. The Town has invested over \$860,000 to carry out the Main Street Program goals to improve the economy, appearance and image of the downtown business district. The Elkton Alliance was awarded over \$450,000 of Façade Grant program funds that has leveraged over \$2.2 million of private investment in downtown Elkton.

In 2003, Maryland State Highway Administration, utilizing Transportation Enhancement Program (TEP) funds, completed a \$13 million Main Street Streetscape project including pedestrian improvements, lighting, traffic calming, and undergrounding overhead utilities. SHA System Preservation funding was utilized for Phase II of this project from Bridge Street (MD 213) to Jeffers Street at \$2.25 million.

DART First State, managed and operated by the Delaware Transit Corporation (DTC), is funded by the Delaware Department of Transportation (DelDOT). DART provides bus service in New Castle County, Delaware and has extended its Route 65 bus service into Cecil County, connecting Elkton to Newark and the University of Delaware. The Cecil County Community Transit Office provides both public fixed-route and demand-response transit service to the Elkton area.

These public investments have spurred significant private investments. Union Hospital invested over \$70 million in expansion and improvements, two new medical office buildings, an adult day care center, and parking garage. Cecil College invested over \$14 million to expand their Elkton Station campus. Several businesses have benefitted from the Arts & Entertainment (A&E) District and HUB Zone. A new \$6 million senior apartment project provides additional housing options for the elderly in the downtown. PNC Bank just completed a \$1 million renovation of their downtown branch.

The investments in our Sustainable Community Area have revitalized Main Street, making it a more attractive location for businesses, provided marketing material for business outreach, retention and expansion, added transportation options, expanded housing opportunities for the elderly, improved and expanded recreational amenities, increased institutional and private sector investments and provided medical, educational, and cultural amenities for our citizens and visitors.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

(b) Describe any existing barriers to Smart Growth that may affect your jurisdiction or the proposed SC Area. For instance, does your area have higher development fees than outer “cornfields”?

(Answer Space 4,000 characters)

One of the key challenges to Smart Growth is Elkton’s proximity to Delaware, “The Home of Tax Free Shopping”. It is difficult for local businesses to compete for customers when they can drive less than a mile away to avoid paying sales tax.

Elkton’s Major Facilities fees and rates for water and sewer are slightly higher than those in the surrounding Cecil County - however, current County rates are not sustainable.

Other fees, such as building permits and application fees are relatively consistent with those in the County.

The combined Town and County personal and property taxes have been noted as potential obstacles for encouraging continued development.

Transportation investments are needed to improve public transportation by re-establishing passenger rail service, installing bicycle lanes and improving pedestrian connections. The lack of commuter rail negatively affects the ability of Union Hospital, Cecil College and other large employers to recruit the technical and professional workforce needed for their success.

MD 213 is a severely congested corridor within Elkton’s SC Area and the failing MD 213/US Route 40 intersection has been a problem for years. Developers may avoid this area to limit potential public facilities mitigation costs for development.

Additional barriers include absentee landlords and difficulty in designing stormwater management on small infill lots.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

B. Community Conditions: Strengths and Weaknesses

(1) Describe the strengths and weaknesses in the proposed Area's existing built environment. For example, what is the condition of housing? Are there underutilized historic buildings and cultural places? What is the condition and availability of community parks and recreational assets? Are there transportation assets? What is the current condition of community infrastructure such as roads and lighting? (Answer Space 4,000 characters)

Housing in Elkton's SC Area varies widely from commercial apartments to single-family homes. The 2006-2010 American Community Survey (ACS), states that 56% of the 5,061 occupied housing units in Elkton were built after 1980 while 26% were built prior to 1960. The SC Area includes the historic center of Town and a majority of the older housing stock.

Elkton's SC Area includes Elkton's Historic Overlay District, where several buildings on the National Historic Register and the Maryland Inventory of Historic Properties are located. The Main Street Streetscape project and Façade Grants have physically revitalized the historic heart of Elkton, making it a much more attractive location for businesses.

Elkton is the County seat of Cecil County and the governmental, commercial, and employment center for a large rural area. The proposed SC Area includes: a regional hospital; community college; courthouses; government and professional offices/services; public schools; churches; banks; retail; manufacturing; and housing.

Several large public parks are within the SC Area, including the well-utilized 132-acre Meadow Park. Most of the parkland in Elkton is located along the Big and Little Elk Creeks and have the potential for an outstanding trail system that would link parkland with residential areas. A large portion of Elkton's parkland contains wetlands or 100-year floodplain (approximately 170 of 250 acres), that close the parks during flood events. Elkton has identified a need for both a Recreation Center and approximately 160 acres of park for multi-purpose fields located out of the floodplain. The Town would also like to establish a Greenway trail that will connect to other trails such as the East Coast Greenway, the Lower Susquehanna Heritage Greenway and the Mason-Dixon Trail.

The Delaware Transit Corporation (DART), funded by the Delaware Department of Transportation, provides bus service in New Castle County, Delaware and now extends into Cecil County, connecting Elkton to Newark and the University of Delaware. The Cecil County Transit Office provides both fixed-route and demand-response transit service between the Elkton area and Glasgow, Delaware, North East and Perryville.

Elkton's location between major transportation corridors and the head of the Chesapeake Bay has been a key asset to its growth and development and benefits greatly by the number of major transportation corridors that serve the Town (I-95, US 40, Maryland Routes 213, 279, 281, 545, 781 and 7) as well as by its location between Baltimore and Philadelphia. MD 213 (Bridge Street) in the SC Area is extremely congested and the US Route 40 and MD 213 intersection is at level-of-service "F". Elkton will implement its recently adopted Bicycle Plan. A Pedestrian Plan is currently being developed that will identify and prioritize necessary pedestrian improvements.

Elkton has many advantages that provide opportunities for mixed-use development and redevelopment. The Town has a compact downtown and street grid with retail and employment uses that can be reached on foot. It has great potential to serve as a future transit hub when MARC commuter rail service is expanded. The need for MARC service expansion to Elkton has been identified in the Cecil County BRAC Action Plan; Elkton Comprehensive Plan; Elkton's Downtown Master Plan and Elkton's Transit-Oriented Development Plan.

Weaknesses in the built environment include underutilized properties, vacant and missing storefronts, spotty property maintenance, periodic flooding in certain commercial areas, and lack of residential density and grocery stores in the downtown. Other weaknesses include a lack of passenger rail service and bicycle/pedestrian/greenway connections. The failing intersection at MD 213/US Route 40 could curtail future growth in that area. Streetscape improvements are needed on North Street (MD 268), Railroad Avenue, Bridge Street (MD 213), Bow Street, High Street, and Howard Street.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

(2) Describe the Area's land use/zoning make-up (residential, commercial, industrial, and mixed-use). Is the current land use or zoning conducive to revitalization investment? (Answer Space 4,000 characters)

The general zoning pattern of the SC Area in Elkton is a mixed-use commercial and institutional core surrounded by residential neighborhoods with industrial areas to the southeast and northwest. The Big Elk Creek bisects the Area, and several major parks are located along that waterway. Included in the SC Area is MD 213 - the main north-south arterial roadway, and US Route 40 - the main east-west arterial roadway. Generally, commercial zoning is adjacent to these arterial roads, with residential uses behind. The CSX freight and Amtrak passenger rail runs east-west across the SC Area, along the northern boundary of the downtown area.

The proposed SC Area encompasses Elkton's "Main Street" designation, the Historic District Overlay Zone, the Arts and Entertainment District, HUB Zone and Elkton's Enterprise Zone.

Elkton is the seat of Cecil County, and its downtown functions not only as the town center, but also as the location of many County services, Circuit Court, District Court and a number of law offices. The employees and clients of the offices help to support the local shops and services. The downtown commercial zone allows mixed-use commercial and residential development, making the area more attractive to revitalization investment.

The SC Area is almost evenly split between residential, commercial, and industrial zones. The current land use and zoning is conducive to revitalization investment as indicated by the extensive public and private investment that has occurred in the area over the past 15 years.

In addition to the three residential, three commercial and single industrial land use districts, the Town of Elkton has established overlay or floating districts: a Historic Overlay District, a Highway Corridor Overlay District, a Business Park (BP) District and a Planned Unit Development (PUD) District. The updated Comprehensive Plan includes two new mixed-use districts. Sensitive areas overlay districts include Chesapeake Bay Critical Area, Floodplain and Wellhead Protection areas.

The industrial-zoned property consists of an almost fully developed industrial park adjacent to the Delaware State line, and two undeveloped former fireworks and munitions manufacturing sites: one 59 acre property that has completed its voluntary cleanup with MDE/EPA, and an undeveloped 73-acre Super Fund site.

Updated zoning and subdivision regulations will provide for more flexibility in parking and setbacks to encourage more redevelopment in the downtown.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

3) Describe strengths and weaknesses in basic features of community quality-of-life. For instance, is crime an issue for this SC Area? What is the condition and quality of educational choices available to the community? Are artistic, cultural, or community resources, events or facilities within or accessible to residents in the proposed SC Area? (Answer Space 4,000 characters)

Elkton has its own police department which provides a full range of police services. The Cecil County Sheriff's Office and Maryland State Police provide essential services in support of local police.

The Elkton Chamber and Alliance hold special cultural and artistic events/activities to draw people to the downtown (Music on Main; Fall Fest; Halloween Parade; Christmas Tree Lighting Ceremony; Fire Fighters Challenge; Car Shows). The Alliance supports local art related businesses within the A&E District in promoting First Friday Events. Special events, art displays and lectures are held at the Cecil Arts Council, Cecil Historical Society, and Cecil College.

The Elkton branch of the Cecil County Public Library, the central library for the county, is headquarters for six branch libraries. The library maintains a collection of 125,000 items, including books, material in large print, DVDs, books on CDs, videos, records and audio tapes. The 25,000 square foot facility is the County's busiest branch, circulating more than 400,000 items a year.

Union Hospital has been in the heart of Elkton for over 100 years. This regional hospital has over 1000 staff members and 260 physicians offering outpatient, surgical and emergency services, and comprehensive health education programs. The hospital provides Community Health Services which include activities carried out to improve community health. Examples include: community health education, community-based clinical services (such as free clinics and screenings), support groups, self-help programs, medication subsidies and health care support services (such as Lifeline Installations). Union also provides financial contributions that include funds and in-kind services donated to the community for activities or causes that are directly related to community health improvement.

Cecil College is the only higher education facility in Cecil County, offering two-year associate degrees. Students can earn credits for transfer to four-year colleges. It is the fastest growing community college in Maryland. Cecil College opened its new state-of-the-art facility "Elkton Station" in 2005. This 52,000-square foot facility offers fine arts, music, theatre and teacher education programs. The Elkton Station also serves as the home for career and community education and youth programs as well as Mid-Atlantic Transportation and Logistics Institute and customized workforce training courses.

Elkton is served by 3 elementary schools, 3 middle schools, and 2 high schools operated by Cecil County Public Schools. It is estimated that by 2019, all but one (Bohemia Manor Middle School) serving the Town will be over capacity. A Catholic school in the SC Area also offers quality education for grades 1-8.

Elkton is the only town in Cecil County with its own recreation department. The Elkton Parks and Recreation Department offers a variety of programs for children, including dance class, basketball camp, kickball crafts, martial arts, junior police academy and summer day camp. A Boys and Girls Club is currently under development.

There are several public parks within the SC Area that offer tennis, basketball, football, fishing, a walking track as well as playground equipment and picnic pavilions. Most of the parkland in Elkton is located along the Big and Little Elk Creeks, providing the potential for an outstanding trail system to link parkland with residential areas. Eder Park, privately owned and managed by the Eder Park Association is the location of Elkton's Little League ballfields.

Weaknesses include concern over increased crime, homelessness, drugs and prostitution, vacant and missing storefronts, impacts to recreation areas and some commercial areas by occasional flooding, concern about public school overcrowding, lack of public transit in the form of rail service, and severe road congestion at the intersection of US Route 40 & MD 213.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

C. Natural Resources and Environmental Impact: Strengths and Weaknesses

(1) Describe the strengths and weaknesses of the community's "natural environment." in or near the Sustainable Community Area. What is the current condition of key natural resources - lands, air, water, watersheds, tree canopy, other? If the community is located in a coastal zone, what risks might the community be subject to associated with climate induced sea level rise? (Answer Space 4,000 characters)

Elkton lies within both the Coastal Plain and the Piedmont. Elevations range from a few feet above mean sea level in the southern part of Town to approximately 100 feet above mean sea level in the northern portions of Town. Most land in Elkton is relatively flat and conducive for development. Elkton's zoning ordinance does not permit structures or impervious surface on an area greater than 10,000 square feet with a slope of 15 percent or more.

Almost all residences, businesses, and institutional uses in the Town of Elkton receive drinking water from the Elkton Water Supply System. Severn Trent Services, Inc. manages the treatment and distribution of drinking water throughout the Town. The municipal water supply system consists of the Town's surface water treatment plant which draws water from the Big Elk Creek, and two wells in the Potomac aquifer. In response to a mandate by MDE to provide a back-up water supply for the WTP, Elkton entered into a water purchase agreement with Artesian Water Delaware (now Maryland) to supply the required 1.5 MGD back up to Elkton's WTP. This interconnection will provide Elkton with potable water for redundancy should the Town experience an interruption in service of the water treatment plant or require unusually high amounts of water for firefighting purposes. The system interconnection was completed in July 2009.

Ground water is a major source of existing and future water supply for the Town. Elkton's Comprehensive Plan identifies Wellhead Protection Areas and recommends restrictions on certain types of development within these areas. The Town is currently working with MDE to develop a Source Water Protection Plan to protect public drinking water supplies from contamination.

Wastewater processing in Elkton is provided by the Elkton Wastewater Treatment Plant (WWTP) located south of US 40. The plant, which went into operation in 1961, discharges into the Big Elk Creek. Originally designed for 2.7 MGD, the WWTP was upgraded in 2008 with Biological Nutrient Removal (BNR) and Enhanced Nutrient Removal (ENR) technology, the most advanced wastewater treatment technology available. The new plant has a permitted capacity of 3.2 MGD and is at approximately 66 percent of capacity. Almost all residences, businesses, and institutional uses in the Town of Elkton send wastewater to this WWTP.

Elkton's Chesapeake Bay Critical Area Ordinance and Forest Conservation Ordinance are consistent with State regulations to provide protection for these important natural resources.

Elkton's zoning ordinance requires a 25-foot setback from all non-tidal wetlands for all development around the extent of the delineated non-tidal wetland. The ordinance also requires that the 100-foot perennial stream buffer be expanded to include hydric soils, highly erodible soils and soils on slopes greater than 15 percent that are contiguous with the perennial stream, any 100-year floodplain adjacent to the stream, or any non-tidal wetlands adjacent to the stream to a maximum distance of 300 feet.

The floodplain in Elkton is primarily located along the Big Elk Creek. The Town is subject to fluvial flooding resulting from heavy runoff originating upstream and from excessively high tides along the Elk River during heavy storms. Flooding occurs in recreational areas along the Big Elk Creek and on Howard Street, where there is the potential for commercial property damage in the event of severe flooding, as well as Bridge Street south of the Big Elk Creek and along Delaware Avenue. The pressure from buffeting floodwater represents a threat to the structural stability of bridges on MD 7 and MD 213. Elkton's Floodplain Management Ordinance is consistent with the State Model and prohibits most development and disturbances in the 100-year floodplain. The Town has acquired a significant amount of floodplain over the years for compatible uses such as parkland and open space.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

(2) Describe the strengths and weaknesses of any current efforts to reduce the community's "carbon footprint" or impact on the environment. Is recycling (commercial or residential) available to minimize waste? Are there current efforts to encourage the purchase and availability of fresh local food and other local products and services to the community? Describe any current energy or water conservation efforts that may be underway. If the community has not implemented one of the above initiatives, has the community identified a need or interest to pursue these or other efforts to reduce environmental impact, for instance through the new Sustainable Maryland Certified initiative? (Answer Space 4,000 characters)

Elkton has a development and street pattern that provides opportunities for recreational bicycling through local neighborhoods and along collector routes. Commuter biking will become increasingly important as a means of travel, especially as mixed-use areas develop and jobs and development are concentrated in the Town. Elkton has adopted a Bicycle Master Plan to create a safe and efficient bikeway system that connects key areas of the Town. A bicycle needs inventory is included in the Elkton Bicycle Master Plan.

Many, but not all, neighborhoods in Elkton have sidewalks. A number of sidewalks in the SC Area are difficult to traverse due to the location of utility poles and other obstructions. Crosswalks are needed in a number of locations within the Area. The Town is currently working with SHA to develop an Elkton Pedestrian Plan.

The Town of Elkton initiated the Elkton Recycles Program in May 2011. Recyclables are collected once a week by Waste Management of Delaware. Citizens provide their own containers, but the Town provides "Recyclables" labels free of charge for the single stream recycling containers.

To ensure that our citizens have an opportunity to buy fresh local foods, the Town of Elkton established a Farmers Market located on the Municipal Parking Lot at the corner of Howard and Bow Streets. Its purpose is to provide a direct consumer outlet for many locally grown agricultural products.

Elkton is a recipient of a Maryland Energy Administration EECBG grant (EmPower Energy Efficiency and Conservation Block Grants) in the amount of \$80,000 to install VFDs (variable frequency drives) in Elkton's Water Treatment Plant. The VFDs control the frequency of electrical power provided to the motor. This will provide energy efficiency/conservation measures and cost savings on electricity to run Elkton's Water Treatment Plant.

Elkton was selected as one of the Main Street-designated areas to participate in the BeSMART program. The Maryland Department of Housing and Community Development (DHCD) BeSMART program, funded through the U.S. Department of Energy's Better Buildings program, has awarded funding for low-interest loans and technical assistance to make homes and businesses more energy efficient. Financing is available for the purchase and installation of energy efficient appliances, heating and cooling systems, programmable thermostats, water heaters, boilers, ceiling fans, insulation, refrigerators, windows and doors, among other items. The local "Green Team" comprised of a variety of partners, is working to encourage owners to undertake energy efficiency-related improvements to their property.

Wastewater processing in Elkton is provided by the Elkton Wastewater Treatment Plant (WWTP) located south of US 40. The plant, which went into operation in 1961, discharges into the Big Elk Creek. Originally designed for 2.7 MGD, the WWTP was upgraded in 2008 with Biological Nutrient Removal (BNR) and Enhanced Nutrient Removal (ENR) technology, the most advanced wastewater treatment technology available. The new plant has a permitted capacity of 3.2 MGD and is at approximately 66 percent of capacity. Almost all residences, businesses, and institutional uses in the Town of Elkton send wastewater to this WWTP.

The Town has also placed pet waste bags in the parks for use by dog owners to clean up after their pets. This will reduce the amount of animal waste entering the waterways.

Additional efforts in energy conservation could be made, such as an energy audit of the municipal buildings, exploration of alternative energy sources for the municipal buildings, and replacement of street lights with more energy efficient fixtures.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

(3) Describe the strengths and weaknesses of the jurisdiction's current stormwater management practices and how these may affect the proposed SC Area. Is redevelopment and retrofitting of infrastructure an issue or opportunity in this SC Area? Stormwater runoff is a significant source of pollution to Maryland's streams and the Chesapeake Bay. Buildings constructed before 1985 have little or no stormwater controls, and development between 1985 and 2010 have some controls. Updated stormwater regulations passed by Maryland's General Assembly in 2010 require that development and redevelopment projects utilize stringent stormwater controls. Sustainable Community Areas may have opportunities for redevelopment practices that can reduce stormwater flows. (Answer Space 4,000 characters)

The Town of Elkton's consulting engineers review all development plans to ensure compliance with the Town's adopted Stormwater Management Ordinance (2010). The purpose of the Ordinance is to protect, maintain and enhance the public health, safety, and general welfare by establishing minimum requirements and procedures that control the adverse impacts associated with increased stormwater runoff. The goal is to manage stormwater by using environmental site design (ESD) to the maximum extent practicable (MEP) to maintain after development as nearly as possible, the predevelopment runoff characteristics, and to reduce stream channel erosion, pollution, siltation and sedimentation, and local flooding, and use appropriate structural best management practices (BMPs) only when necessary. This will restore, enhance, and maintain the chemical, physical, and biological integrity of streams, minimize damage to public and private property, and reduce the impacts of land development.

Elkton is an MS4 Phase II community and is required by MDE to obtain NPDES permit coverage for their stormwater discharges. The Town has also developed and implements a stormwater management program (SWMP) consistent with its MS4 Permit.

The Town of Elkton is a member of Cecil County Watershed Implementation Plan Advisory Committee (WIP AdComm), which is made up of a cross-section of Cecil County stakeholders. The WIP AdComm's mission is to advise the County Commissioners during the development of the Cecil County Phase II WIP document to ensure the document meets the goals and objectives established by Federal and State regulatory authorities, while also implementing the most cost efficient best management practices possible. The Cecil County WIP Plan was prepared in general conformance with the guidelines provided by MDE. It identifies possible technically viable options that could be undertaken if funding and sufficient time are made available. While the plan details the implementation practices necessary to achieve water quality standards, there are still many issues to resolve including funding, staffing, development and adoption of innovative practices, identifying and crediting voluntary practices, developing better accounting and tracking processes, and refining the analytical tools by which they evaluate their progress and adapt as needed. The Town also meets with the WIP subcommittee on County-Municipal Relations to evaluate potential changes in agreements between the county and municipal governments that will facilitate a stormwater retrofit program and also to evaluate potential agreements between the county and municipal governments to facilitate the connection of septic systems to advanced wastewater treatment plants, and to evaluate the creation of a local sewer authority.

The Town will work with Cecil County to develop watershed assessments to determine the best location for rehabilitation and retrofitting of the stormwater management infrastructure to enhance water quality and identify projects that could be implemented within the Town.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

D. Economic Conditions & Access to Opportunity: Strengths and Weaknesses

(1) Describe the jurisdiction's current economic strengths and weaknesses. For example, are there distinct economic drivers in the area or region that will affect access to job opportunities and the progress of the SC Plan? What are the main barriers to the Area's economic competitiveness? What is the current level of broadband access available to serve residents, businesses and public facilities? What efforts are currently in place to increase worker skills and employment? Describe trends in employment rates and business formation.

(Answer Space 4,000 characters)

Elkton functions as the commercial center of Cecil County. Concentrations of commercial uses along US 40 and MD 213 and the downtown not only serve different markets including auto-oriented, regional and neighborhood scale retail uses, but also provide diversity to the Town's commercial base.

The largest private employer in the Elkton area is W.L. Gore, which employs 2,302 in 13 facilities. These facilities produce medical products, fabric laminates, industrial sealants, filtration media and membrane technologies. Other large employers include Union Hospital, (1,000 employees) and Alliant Techsystems Inc. (ATK), with 540 employees. ATK - one of the largest aerospace and defense contractors in the United States. Terumo Medical with two plants employing 570 people. The Cecil County Board of Education (2,464 employees), Cecil County Commissioners (610 employees) and Cecil College (300 employees) are the largest public employers in the Elkton area.

The Arts and Entertainment district can be a catalyst to downtown Elkton's overall economic development and revitalization, supporting efforts by the Elkton Alliance and Cecil County Arts Council to generate foot traffic and bring more visitors to downtown. Similar districts in Maryland have attracted an influx of artists, and the potential synergy of these efforts can help to reinforce downtown Elkton's status as a regional destination.

Elkton's proposed SC Area includes special zones with programs that provide assistance and/or tax benefits to businesses such as: Maryland Main Street designation; the Neighborhood Business Development Program Designated Neighborhood; Enterprise Zone; Arts and Entertainment District; and Historically Underutilized Business (HUB) Zone.

The Town has provided over \$860,000 to carry out the Main Street Program goals to improve the economy, appearance and image of the downtown business district. The Elkton Alliance, a non-profit corporation, was established to advance and promote the economic development, business prosperity and revitalization of Elkton. The Alliance is instrumental in obtaining or assisting the Town with obtaining other public and private investments including a \$450,000 Façade Grant program that has leveraged over \$2.2 million of private investment. The Alliance works closely with DBED and to provide business development assistance and training opportunities to local businesses.

The Susquehanna Workforce Network, Inc. (SWN) is a private, non-profit corporation that oversees, coordinates, or plans workforce development programs and services for businesses and individuals in Cecil and Harford Counties in northeastern Maryland. SWN seeks to identify needs and develop solutions that maximize regional economic success and worker potential. They represent an affiliation of more than 50 local businesses, institutions, and agencies that work collaboratively to implement and maintain a system of education, training, employment, and outreach programs or services that are responsive to local economic challenges and designed to meet the needs of businesses, workers, and youth.

Cecil County Public Library in Elkton has a Small Business Assistance Program that provides help to start or grow a small business. They offer free assistance with the process of starting or running a small business, including access to sample business plans, demographics, marketing, technology, accounting and competitor information.

Other economic strengths include sewer availability, Elkton's location in the Wilmington Metropolitan Planning Area, and Elkton's small town charm. Broadband access is available throughout the Town.

The economic downturn has affected occupancy rates nationwide. Economic weaknesses include a lack of a multi-modal transportation system that limits the ability of employers to attract new workers to the area, and the need to secure additional affordable sources of water to accommodate growth.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

(2) Describe the jurisdiction's housing market and access to affordable workforce housing. What are the trends in residential construction (rental and homeownership), homeownership rate, foreclosure rate and, property values. Describe how and whether your jurisdiction's prevailing housing costs - both homeownership and rental - are affordable to households below 120% AMI, 80% AMI and 50% AMI. What efforts are in place currently to house individuals, families and the disabled at or below the AMI levels described above? (Answer Space 4,000 characters)

Although the recession has caused economic and development activity to slow considerably, projections by MDP for growth in Elkton remain strong. According to the U.S. Census Bureau, Elkton's growth rate was at 29.8% between 2000 and 2010, making Elkton the 18th fastest growing incorporated place in Maryland.

Elkton's SC Area has a diverse housing stock at various price points, with a range of housing opportunities close to the downtown. The housing market has been negatively affected by prevailing fiscal conditions since the national economic downturn. However, within the proposed SC Area, a new 60-unit tax credit senior apartment building was just completed within walking distance of a transit stop (bus) and the future train station. This project achieved full occupancy within seven (7) months of opening.

Between the 2000 and 2010 Census, Elkton's population grew 29.8% to 15,443 persons. Elkton has 5,944 housing units and according to the American Community Survey (2006-2010) 50.3% are owner-occupied and 49.7% are renter-occupied. Approximately 45.7% of the housing stock was built after 1990. The median value of owner-occupied homes is \$227,900.00. Homeownership rate is 53.8%, compared to Maryland at 69%. The vacancy rate in 2000 was at 6.3%, it increased to 12.3% by 2010.

The Town is concerned about the high percentage of rental properties in the Town and would like to see an increase in home ownership. Increasing home ownership would strengthen the city's residential areas through improved property maintenance and vested interest in the community's long-term future.

There are a number of options for housing people, families and disabled at or below AMI levels throughout the SC Area. The Elkton Housing Authority (EHA) offers 150 federally subsidized affordable housing apartments for low to moderate income individuals and families at three locations in Elkton. In addition, the EHA also administers 40 Housing Choice/Section 8 Vouchers. Other affordable options include Glen Creek Apartments (160), Fox Ridge Manor Apartments (58), Elk Chase Apartments (126), Springford Garden Apartments (38), Chesapeake Elderly Apartments (32), Elkton Manor Apartments (66), the Villas at Whitehall (70 senior units) and the new Elkton Senior Apartments (60). Over 13% of the housing units in Elkton are available to LMI individuals.

Cecil County Housing Office offers housing counseling services such as homeownership, budget, mortgage default and delinquency, home equity conversion mortgage and rental delinquency. In addition, they administer the Housing Choice Voucher Program (Section 8), Federal Family Sufficiency Program, First Time Homebuyers Program, Domestic Violence, and Veterans Affairs Supportive Housing.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

(3) Describe the SC Area's demographic trends (with respect to age, race, household size, household income, educational attainment, or other relevant factors). (Answer Space 4,000 characters)

In the past ten years, Elkton's population has increased significantly. It is now more diverse, more educated, slightly older, and earning less, on average.

Elkton's population is 15,443 which is a 29.8 % increase over the 2000 Census. The State's population grew by 9% during the same period. Elkton is becoming a more diverse community: 76% of Town residents are Caucasian, down from 85.8% in 2000; 15.1% are Black or African American, up from 10.7% in 2000, and 5.9% of the population was Hispanic in 2010, up from 3% in 2000. The Asian population is at 2.6% up from 1.2% in 2000 and 3.8% of the population are two or more races, up from 2.2% in 2000. The median age is up slightly at 32.8 from 30.7 and 72% of population is 18 years of age & older, up from 70.6% in 2000. As for educational attainment, 80% of Elkton residents are high school graduates, up from 77.4 in 2000 (but still less than 87.8% statewide) and 22.3% have received Bachelor's degrees in 2010, up from 16.2% in 2000 (but much lower than the 35.7% for Maryland).

The 2006-2010 ACS estimates 12.6% of individuals in Elkton are at or below the poverty level, (up from 11.8% in 2000) this compares to 9% for Cecil County and 8.6% for Maryland. However, the 2006-2010 ACS estimates that 8.4% of all families in Elkton are below the poverty level (down from 9.4% in 2000) compared to 6.3% in Cecil County and 5.7% for Maryland.

The average household size in Elkton is 2.65, up from 2.55 in 2000, and the average family size is 3.21, up from 3.13 in 2000. Median household income in Elkton is \$54,902 compared to \$70,647 for Maryland.

III. LOCAL CAPACITY TO IMPLEMENT PLANS & PROJECTS

A. Organizational Structure:

Describe the Applicant's organizational structure. Specifically, which organizations are members in the Sustainable Communities Workgroup and who are the respective staff? Who are the leaders, and how will the Workgroup advisor or staff manage implementation of the SC Area Plan? (Answer Space 4,000 characters)

The Town of Elkton is the lead entity for the Sustainable Communities Plan. The Town of Elkton is governed by a Mayor and four Commissioners. The Mayor is the Chief Elected Official signing all major grant awards and contracts. As a body, the Mayor and Commissioners set policy, adopt legislation, and appropriate funding for each fiscal year.

The Town Administrator serves as the chief operating and/or administrative officer and supervises the management team which is comprised of a Finance Director, Police Chief, Public Works Director, Planning Director, Director of Building and Zoning, Parks and Recreation Director, and Human Resources Director. The administrative functions are the responsibility of the Town Administrator and Town staff. Mr. Lewis H. George, Jr. has been the Town Administrator for 22 years. Prior to that, he served for 14 years as an Elkton Police Officer.

Municipal staff will manage the implementation of the SC Plan, under the guidance of the Mayor and Commissioners with oversight by the Town Administrator.

The Director of Planning will help to coordinate implementation of the plan and will work directly with the Sustainable Communities workgroup to implement the plan and requests for funding. Ms. Jeanne D. Minner, AICP has been the Director of Planning for 20 years.

The Main Street Manager/Elkton Alliance Executive Director; Director of Planning; Finance Director; Department of Public Works Director; Director of Parks and Recreation; Director of Building and Zoning; and the Police Chief will each have roles in implementation with their subject areas and will serve as the implementation team.

The members of the Sustainable Community Workgroup are as follows:

Jeanne D. Minner AICP
Director of Planning
Town of Elkton

Mary Jo Jablonski
Town Commissioner, Main Street Manager, Executive Director of the Elkton Chamber & Alliance, and Executive Director of the Boys and Girls Club of Cecil County.

Mayor Joseph L. Fisona
Town of Elkton
Board of Directors Elkton Chamber and Alliance

Margie Blystone
Small Business Owner "The Palette & the Page"
Board of Directors Elkton Chamber and Alliance

Linda Tipton
Delmarva Power Public Affairs Manager
Board of Directors Elkton Chamber and Alliance

Kathy Kunda
BEPAC Coordinator for Cecil County Public Schools
Board of Directors Elkton Chamber and Alliance

Candy Davis
Elkton Gas Operations Manager
Board of Directors Elkton Chamber and Alliance

Cindy Osborne
Elkton Housing Authority Executive Director

Kelly A. McKenna
Ingerman Marketing Manager
Board of Directors Elkton Chamber and Alliance

III. LOCAL CAPACITY TO IMPLEMENT PLANS & PROJECTS

B.Organizational Experience:

Describe the Applicant organization's past experience in administering revitalization plans and projects. Describe the roles of the members of the Sustainable Communities Workgroup, including their experience in implementing revitalization initiatives. What are the strengths and challenges of the capacity of these groups with respect to implementation of the SC Plan? (Answer Space 4,000 characters)

The Town of Elkton staff has extensive experience in successfully administering revitalization plans and projects while using an array of funding sources. Our response to question A (5) above, lists a few of the wide-ranging projects the Town has successfully administered, such as \$2 million in CDBG, \$1 million in Program Open Space funds, \$500,000 in Façade Grants, \$205,000 Community Legacy and \$39 million for construction of a new BNR/ENR Wastewater Treatment Plant.

Elkton was designated a Main Street Community in 2003. Town Commissioner Mary Jo Jablonski has been a Town Commissioner for 6 years, and is the Executive Director of the Elkton Alliance, the Main Street Manager, and Director of the Cecil County Boys and Girls Club. She currently serves as Elkton's liaison to the Planning Commission. Commissioner Jablonski regularly attends workshops during the Maryland Municipal League conventions and fall conferences. She also regularly attends the National Main Street Conferences. Commissioner Jablonski coordinates the large number of events held by the Elkton Alliance such as the Fall Fest and the Firefighters Challenge, and administers the Elkton Façade Grant Program among other State grants. The Elkton Alliance members who are identified on the roster represent many diverse organizations: small businesses, gas and electric utility companies, public schools system, and the Elkton Housing Authority. Many of these organizations' representatives have worked successfully together in the past.

The Director of Planning, Jeanne D. Minner, has over 20 years of experience working for the Town of Elkton. In addition to her planning duties, Ms. Minner is also responsible for grant research, application and administration of state and federal grants such as the Community Development Block Grant, Critical Area Grant, Community Legacy, Sidewalk Retrofit, Maryland Historical Trust and Program Open Space Grants. Ms. Minner has successfully administered over \$3 million in grants.

III. LOCAL CAPACITY TO IMPLEMENT PLANS & PROJECTS

C. Public Input:

How did residents and other stakeholders in the community provide input to Action Plan described below in Section IV? *(Answer Space 4,000 characters)*

Most or all of the actions proposed in the Plan are projects identified in the Town's Comprehensive Plan, Community Legacy Plan, Downtown Master Plan, and Elkton's Transit-Oriented Development Plan. All of these plans were developed with public outreach and input during public hearings, focus groups, charettes and workgroups.

Members of the Elkton Alliance volunteered to serve on the Sustainable Communities Workgroup. Elkton's TOD plan was well-attended with enthusiastic public participation. The public was also encouraged to comment on each of these plans when considered for adoption by the Mayor and Commissioners at their public meetings.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

A. Supporting existing communities & reducing environmental impacts.

(1) A community's approach to Smart Growth generally includes two inter-related areas of focus: encouraging reinvestment and growth in existing communities; and, discouraging growth that degrades natural resources, and farms and rural landscapes. Broadly describe your jurisdiction's Smart Growth approach and any significant accomplishments made over the last decade or so. (Answer Space 4,000 characters)

Elkton's Comprehensive Plan, Transit-Oriented Development Plan and Bicycle Plan all promote and encourage Smart Growth principles through policies and actions that encourage compact, walkable and attractive residential, commercial and mixed-use areas, the provision of common open space, and the protection of environmentally sensitive areas. Environmental impacts of development are reduced through implementation of Elkton's Critical Area, Floodplain, Forest Conservation and Sensitive Areas Regulations

Elkton's Comprehensive Plan sets forth policies and actions that support public and private investment in the Central Business District (CBD) to promote redevelopment and infill and maintain the CBD as a center of government, professional services and commercial activity in Cecil County. Action items include implementing the recommendations of the Transit-Oriented Development (TOD) Plan for changes to the land use regulations that will facilitate housing development and redevelopment opportunities. The Plan also encourages the development of more housing, particularly in the downtown area, for small families, including the elderly, semi retired, and other families with no children.

The Comprehensive Plan also promotes historic preservation as a means to reinforce in the public a sense of identity and place in Elkton. Elkton's Historic and Architectural Review Committee reviews all development or alterations in the Historic Overlay District for compliance with the Secretary of Interior's Standards for Rehabilitation.

Elkton is currently updating its Zoning Ordinance and Subdivision Regulations for consistency with the Comprehensive Plan. Town-Center zoning standards are being developed that will incorporate recommendations of the Comprehensive Plan and the TOD Plan.

Elkton recently amended its Zoning Regulations to allow construction of a new, 60 unit senior apartment building in Elkton's downtown. Construction was completed in 2011.

Significant accomplishments over the last decade include a \$13 million Main Street Streetscape; a new state-of-the-art \$39 million BNR/ENR Waste Water Treatment Plant, approval as a Maryland Main Street community, a successful Façade Grant program, over \$400,000 for water tower rehabilitation and the Artesian Water interconnect for an emergency back-up water supply. In addition to the capital projects, Elkton established a new Bicycle Committee, and is a member of the Cecil County Watershed Implementation Plan Subcommittee.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(2) Describe any major investments in community infrastructure -water, stormwater, sewer, sidewalk, lighting, etc. -- that must be undertaken in order to improve the readiness or competitiveness of the proposed SC Area for private investment and compliance (if applicable) with TMDL regulations. Addressing the stormwater during redevelopment can reduce the pollution entering our streams and contribution to the restoration of the Chesapeake Bay. Investments in infrastructure, generally, can be an important catalyst for new private investment in the community. (Answer Space 4,000 characters)

Although the Town has made significant investments in community infrastructure over the years, major investments will still be needed to improve the readiness or competitiveness of the proposed SC Area for private investment such as: extending MARC commuter rail service to Elkton and construction of a multi-modal transit center; construction of the Phase II streetscape on North Street and Railroad Avenue to establish the "Train to Main" pedestrian link; intersection upgrades and improvements at US 40/MD 213; construction of a community Recreation Center; development of a complete bicycle and pedestrian network throughout the SC Area; development of a multi-use Greenways trail that will link to other Greenways in the area; installation of Wayfinding signage in accordance with MDSHA Tourist Area Corridor Sign guidelines; watershed assessment to determine the location of best management practices and stormwater retrofits to meet TMDL; extension of sewer connections to existing septic systems, with priority to those in environmentally sensitive areas; development of additional wells/water supplies and purchase agreement with a private water company, and improving sanitary sewer utility infrastructure by correcting I & I (inflow and infiltration) through analysis and repair of conveyance lines; and rehabilitation of the Belle Hill Water tower.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(3) Describe policies, initiatives or projects that the community will undertake or expand in order to reduce the SC Area's impact on the environment. Examples include but are not limited to: conservation or management of stormwater through retrofitting of streets and by-ways (Green Streets, rain gardens, etc.); retrofitting of facilities and homes for energy conservation; implementation of "green" building codes and mixed-use zoning; recycling of waste; clean-ups of watersheds; and, encouragement of "Buy Local" approaches that benefit local suppliers and food producers. A comprehensive menu of such actions may be found through the nonprofit Sustainable Maryland Certified initiative. (Answer Space 4,000 characters)

The transportation-related projects discussed above (MARC passenger rail extension, road connections, bike lanes, sidewalk/streetscape improvements, and Greenways trail) will provide alternative modes of transportation that will reduce vehicle miles traveled resulting in better air quality, reduced traffic congestion and health benefits of walking or bicycling.

The Town is in the process of updating the Zoning Ordinance to encourage more mixed uses at a pedestrian scale in the Town Center zone, and incorporating Traditional Neighborhood Development standards in the Planned Unit Development (PUD) overlay zone.

The Town of Elkton initiated the Elkton Recycles Program in May 2011. Recyclables are collected once a week by Waste Management of Delaware. Citizens provide their own containers, but the Town provides stickers free of charge for the single stream recycling containers. Town of Elkton will continue to offer curbside collection of single-stream recyclables once per week in conjunction with regular trash collection.

Elkton is currently in the process of installing new variable frequency drives (VFD) in the Water Treatment Plant, which will provide energy efficiency and cost savings on electricity to run Elkton's Water Treatment Plant. A portion of this project is being funded with an ARRA grant.

The Town will work with Cecil County Government to develop watershed assessments to determine the best location for rehabilitation and retrofitting of the stormwater management infrastructure to enhance water quality and identify projects that could be implemented within the Town.

A Source Water Protection Plan (funded by the MDE Water Supply Program) will be completed by S.S. Papadopoulos & Associates and Chesapeake Environmental Management, on behalf of the Town of Elkton. This plan will address the protection of groundwater and surface water that provides the Town with its drinking water supply.

The Town of Elkton prohibits dog waste on property not that of the owner, and offers pet waste disposal bags in the public parks.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(4) Which community groups or stakeholders will be key to the implementation of the initiatives and projects noted in this section? (Answer Space 4,000 characters)

Key stakeholders include Elkton's Mayor and Commissioners; the Town Administrator; the Department of Public Works; the Parks and Recreation Department; the Planning Department; the Historic and Architectural Review Committee; The Elkton Bicycle Committee; Elkton Police Department; and the Elkton Chamber and Alliance.

The Alliance works in concert with Town staff to engage businesses and promote success and viability of the downtown area.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

B. Valuing communities and neighborhoods -- building upon assets and building in amenities:

(1) What are the key assets that exist in the community upon which the Plan's projects and initiatives will build? Assets may include physical assets such as parks and historic structures and also civic and economic assets such as employers, educational institutions, and cultural organizations and activities. (Answer Space 4,000 characters)

Key assets include dedicated elected officials and a town administration team with decades of municipal experience in working with Federal, State, County and local government; private non-profits such as the Elkton Alliance, which has been providing invaluable economic development activities and community events for many years; and a number of volunteers who serve on numerous committees to improve the quality of life and livability of the town.

Elkton is fortunate to have many existing assets that provide a strong foundation for future projects and initiatives. Elkton is the County Seat, and is the location of State, County, and Local Government offices and services. Elkton's downtown is compact and walkable and includes the Historic Overlay District, the Arts and Entertainment District, the HUB Zone, the Cecil County Historical Society and the Cecil County Arts Council. The Central Business District is mixed-use by its character and there are many opportunities for mixed-use development and redevelopment in or near the proposed rail station. Union Hospital and Cecil College's "Elkton Station" are located in the downtown. Local businesses and restaurants benefit from the number of students, teachers, doctors, patients and visitors drawn to these institutions.

Elkton's transportation system features a network of State, County and local roads and streets that provide access to and within the Town.

Within Elkton's SC Area are large community parks that border the Big Elk Creek which provide the potential for an outstanding trail system that could link parkland with residential areas.

The Upper Chesapeake Corporate Center on U.S. Route 40 in the SC Area, is the location of the Cecil County Administration Offices, Cecil Soil Conservation Services, Cecil County Emergency Management, Department of Motor Vehicles (DMV), a trucking business, several industrial firms, a day care center, medical offices, a credit union, a grocery store and 60 undeveloped acres available for development.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(2) What policies, initiatives or projects will reuse or enhance the historical assets, traditional business districts/Main Streets and cultural resources of the community? What actions will reinforce your community's authentic "sense of place" and historic character? (Answer Space 4,000 characters)

Elkton's Comprehensive Plan Implementation Action/Policy Summary encourages the identification, preservation, rehabilitation and restoration of historic residential, commercial and industrial buildings within the town regardless of location; supports efforts to preserve historic sites and structures as examples of Elkton's community heritage to the extent possible; and promotes historic preservation as a means to reinforce in the public a sense of identity and place in Elkton.

Currently, Elkton's Historical and Architectural Review Committee (HARC) reviews all requests for alterations or new construction in Elkton's Historic Overlay District for consistency with the Secretary of Interior's Standards for Rehabilitation. In fiscal year 2013, HARC will engage a consultant to develop Historic District Design Guidelines.

As a Main Street community, Elkton will coordinate efforts of Sustainable Communities with the Main Street Five-Point Approach for commercial revitalization.

Elkton's Transit-Oriented Development (TOD) Plan advocates creating a safer, welcoming environment for pedestrians and cyclists, maintaining Elkton's historic character and expanding shopping and dining choices downtown. The Plan recommends evaluating and revising the existing Zoning Ordinance to support a vibrant, mixed-use environment with the desired town center character in mind. The revised regulations should be in place to align with the State's Smart, Green & Growing principles for Transit-Oriented Development (TOD). Changes were recommended to the permissible uses, bulk regulations (such as setbacks, frontage, and height requirements), and parking requirements to facilitate desired development.

The small town character and historic charm of Elkton is evident in its historic buildings, neighborhoods, and streetscapes. Proposed streetscape improvements will continue the brick accent sidewalks, street trees, benches, lighting, bio-retention rain gardens and relocation of utility lines and poles.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(3) Describe policies, initiatives or projects that will increase community access to green spaces, parks and other amenities? A community can gain social and physical benefits from access to a healthy natural environment. The inclusion of complete streets, trails, green space, parks and trees contribute to the character and health of a community. Examples might include improvements to the tree canopy by planting street trees, improving local neighborhood streams, or reusing a vacant lot for a new community park or playground.*(Answer Space 4,000 characters)*

Elkton utilized Program Open Space funds to acquire 62 acres of historic, environmentally sensitive land at the confluence of the Big and Little Elk Creeks, known as "Elk Landing". This site includes Fort Hollingsworth, and saw military activity during the Revolutionary War and the War of 1812. Local militia repulsed a British attack during the War of 1812. A non-profit organization, The Historic Elk Landing Foundation, was incorporated and on January 17, 2000 the Foundation signed a renewable 99-year lease with the Town to operate the site as a living history museum. Over the succeeding decade, the Foundation acquired grants from a variety of public and private sources as well as generous donations from individuals and corporations, to restore most of the Hollingsworth House and to stabilize the Stone House. A number of events are held annually on the grounds, including house tours, re-enactments, lectures and "ghost walks". Future plans include completion of restoration work on the Stone House and development of a visitor center and public water access to the Little Elk Creek.

Elkton has identified the need for a recreation center with adjacent multipurpose fields to be located on property owned by the Town on the south side of U.S. Route 40 adjacent to the Historic Elk Landing site. Elkton is also working to acquire a vacant lot in the downtown area to develop a "pocket park".

The Town recently completed much-needed improvements to an existing walking track in Meadow Park with the assistance of a Community Parks and Playgrounds grant.

Staff from the Elkton Planning Department received training in Walkable Community Workshops and will also be working with State Highway to develop a Pedestrian Plan for the Town.

A Bicycle Master Plan has been developed for the Town. A Bicycle Committee has been formed to prioritize tasks and conduct educational outreach to the public. The Bicycle Committee will also begin work on developing a multi-use Greenways Trail Plan.

The Planning Department and members of the Department of Public Works have received training as Road Side Tree Experts. DPW members have also received training by the State Forester in the proper way to plant trees. Elkton will be requesting assistance from the Chesapeake Trust to conduct a tree inventory and develop a street tree plan.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(4) Which community groups or stakeholders will be key to the implementation of the initiatives and projects noted in this section? *(Answer Space 4,000 characters)*

Key stakeholders include Elkton's Mayor and Commissioners; the Town Administrator; the Elkton Department of Public Works; the Elkton Parks and Recreation Department; the Elkton Planning Department; The Elkton Bicycle Committee; the Elkton Historic and Architectural Review Committee; the Elkton Police Department; and the Elkton Chamber and Alliance.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

C. Enhancing economic competitiveness

(1) What economic development policies, initiatives or projects will improve the economy through investments in small businesses and other key employment sectors? What economic development and business incentives will you build upon or implement as part of the SC Plan? Examples could include but are not limited to: green-taping for expedited project application review; permitting and inspection; job training; business tax credits; and, revolving loan funds. (Answer Space 4,000 characters)

While Elkton has enjoyed substantial growth over the past 10 years, the current economic climate has significantly curtailed development and investment in recent years. The Town will pursue new initiatives and expand those already in place such as the Façade Grant Program and initiatives such as the HUB zone, Enterprise Zone, the Arts & Entertainment District, and the Historic District - all of which provide incentives to developers (e.g. tax credits). The Elkton Alliance works closely with Maryland Department of Business and Economic Development (DBED) to provide business development assistance and training opportunities to the local businesses.

The re-introduction of transit rail service will provide a crucial transportation link for Union Hospital and Cecil College, fostering growth in these important institutions as well as in the small businesses and large employers of the SC Area. The lack of commuter rail negatively affects the ability of these institutions and industries to recruit the technical and professional workforce needed for their success.

The Susquehanna Workforce Network, Inc. (SWN) is a private, non-profit corporation that oversees, coordinates, or plans workforce development programs and services for businesses and individuals in Cecil and Harford Counties in northeastern Maryland. SWN seeks to identify needs and develop solutions that maximize regional economic success and worker potential. They represent an affiliation of more than 50 local businesses, institutions, and agencies that work collaboratively to implement and maintain a system of education, training, employment, and outreach programs or services that are responsive to local economic challenges and designed to meet the needs of businesses, workers, and youth.

Cecil County Public Library in Elkton has a small business assistance program that provides help to start or grow a small business. They offer free assistance with the process of starting or running a small business - including access to sample business plans, demographics, marketing, technology, accounting and competitor information.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(2) What workforce development policies, initiatives or projects will increase access to jobs and economic opportunity for residents in the SC Area? Do you have a goal for job creation? Are green jobs an opportunity in the jurisdiction or SC Area? (Answer Space 4,000 characters)

There is no specific target or numbers for job creation. The Town of Elkton plays a limited role in workforce development and does not have Economic Development staffing capacity, so it relies on organizations whose mission is economic development and workforce development. The Town partners with the Elkton Chamber and Alliance, the Cecil County Office of Economic Development, and the Susquehanna Workforce Network to help provide individuals with information on how to find employment opportunities.

Redevelopment of the area around the train station will create job opportunities initially in the construction trades, and ultimately with the development of additional office space, shops, restaurants and apartments. Transit rail service will provide a crucial transportation link for Union Hospital and Cecil College, fostering growth in these important institutions.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(3) Describe whether the Sustainable Community will be impacted by the Base Re-alignment and Closure (BRAC) activities in Maryland. If impacted, how do the initiatives and projects in your Plan complement BRAC-related growth? (If not applicable, all ten points will be assessed based on answers to questions 1, 2, and 4) (Answer Space 4,000 characters)

BRAC has resulted in the relocation of 541 households to Cecil County with 210 households locating in the Elkton area.

Cecil County's BRAC Action Plan includes a number of projects identified in this SC Plan, such as clustering development in a defined growth area for multi-use development, upgrading the Route 40 intersections, establishing public transit opportunities serving health care facilities, extending rail service to Elkton, and increasing water and waste water capacity.

The Elkton Train Station is considered the missing link in the region's commuter rail service. Linking commuter rail is key to providing access to economic development including BRAC and redevelopment of the Chrysler site in Delaware.

Other initiatives and projects in the SC Plan will implement policies and actions identified in Elkton's Comprehensive Plan, the Downtown Master Plan and Elkton's Transit-Oriented Development Plan.

The policies and actions included in the SC Plan will make transit successful, walking and bicycling convenient and safe, and provide for a vibrant, livable sustainable community.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(4) Which community groups or stakeholders will be key to the implementation of the initiatives and projects noted in this section? (Answer Space 4,000 characters)

Stakeholders who are key to the successful realization of the objectives in this section include: the Elkton Mayor and Commissioners; Elkton's Town Administrator; Elkton's Finance Director; Elkton's Director of Building and Zoning; Elkton's Planning Director; the Elkton Chamber and Alliance; Cecil County Office of Economic Development; and State funding partners such as DBED.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

D. Promoting access to quality affordable housing.

(1) What housing policies, initiatives or projects will expand housing choices - rental and homeownership -- for people of a range of ages, incomes, and also for disabled individuals? How will these actions address the current housing conditions and needs noted in Section II? (Answer Space 4,000 characters)

Elkton's Comprehensive Plan recommends implementation of the TOD Plan for changes to the land use regulations that will facilitate housing development and redevelopment opportunities. The Plan also encourages the development of more housing, particularly in the downtown area, for small families, including the elderly, semi-retired, and other families with no children. The TOD Plan recommends changes to the Elkton Zoning Ordinance that will encourage mixed-use development to include office and retail with apartments on the upper level floors and easy access to retail, community activities social services, the library and transportation.

Elkton recently amended its zoning regulations to reduce barriers for senior and handicap housing options in the central business district in order to meet the needs of the growing senior population. Elkton is currently updating its Zoning Ordinance and Subdivision Regulations for consistency with the Comprehensive Plan. Town-Center zoning standards are being developed that will incorporate recommendations made in the Comprehensive Plan and the TOD Plan.

Cecil County Housing Office offers housing counseling services such as homeownership, budget, mortgage default and delinquency, home equity conversion mortgage and rental delinquency. In addition, they administer the Housing Choice Voucher Program (Section 8), Federal Family Sufficiency Program, First Time Homebuyers Program, Domestic Violence, and Veterans Affairs Supportive Housing.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(2) Will these housing initiatives or projects increase access to transit or community walkability and/or decrease transportation costs? In other words, will the housing investments result in more people living near work or town centers, or able to more conveniently reach work, school, shopping and/or recreation?*(Answer Space 4,000 characters)*

The successful implementation of the projects and initiatives noted in this application will result in more residents having access to multi-modal transportation including transit. Local residents will be able to walk to transportation, employment, shopping, health and social services, public parkland and recreational opportunities offered throughout the SC Area.

Infill development, both residential and commercial, is encouraged in the downtown SC Area. Proposed streetscape and road improvements will build on the recent significant sidewalk upgrades and will improve transportation and community walkability.

There are a number of existing housing options for people, families and disabled at or below AMI levels within the SC Area. This Plan will encourage additional residential infill development in or near the downtown to enable more residents to conveniently reach work, school, shopping, health care and/or recreation.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(3) What is your goal for of number of units to be created of affordable workforce housing, rental and homeownership? What populations (by income or special needs) will benefit from this increased access to affordable housing? (Answer Space 4,000 characters)

There are a number of existing options for housing people, families, elderly and disabled at or below AMI levels throughout the SC Area. The Elkton Housing Authority (EHA) offers 150 federally subsidized affordable housing apartments for low to moderate income individuals and families at three locations in Elkton. In addition, the EHA also administers 40 Housing Choice/Section 8 Vouchers. Other affordable options include Glen Creek Apartments (160), Fox Ridge Manor Apartments (58), Elk Chase Apartments (126), Springford Garden Apartments (38), Chesapeake Elderly Apartments (32), Elkton Manor Apartments (66), the Villas at Whitehall (70 senior units) and the new Elkton Senior Apartments (60). Over 13% of the housing units in Elkton are marketed to LMI individuals.

Cecil County Housing Office offers housing counseling services such as homeownership, budget, mortgage default and delinquency, home equity conversion mortgage and rental delinquency. In addition, they administer the Housing Choice Voucher Program (Section 8), Federal Family Sufficiency Program, First Time Homebuyers Program, Domestic Violence, and Veterans Affairs Supportive Housing.

Through improved access to more affordable, below market housing units, Elkton intends to continue to improve access and affordability with regard to its housing stock. Low and moderate income residents will benefit from strategies and initiatives outlined herein.

(4) Which community groups or stakeholders will be key to the implementation of the initiatives and projects noted in this section? (Answer Space 4,000 characters)

Stakeholders who are key to the implementation of the initiatives in this section include Elkton's Mayor and Commissioners, Town Administrator, Finance Director, Director of Building and Zoning and Planning Director. Other stakeholders include: the Elkton Chamber and Alliance; Cecil County Office of Economic Development; the private sector; the Elkton Housing Authority; Maryland's Department of Housing and Community Development (DHCD); the Cecil County Housing Office; and the Cecil County Department of Social Services.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

E. Support transportation efficiency and access.

(1) What policies, strategies and projects are envisioned to strengthen the transportation network that affects the proposed SC Area? How will these initiatives support transportation choices (including walking, bicycling, bus or rail transit, and carpooling) or otherwise promote an efficient transportation network that integrates housing and transportation land uses? (Answer Space 4,000 characters)

There is a 20-mile gap in commuter rail service on the Amtrak Northeast Corridor between Perryville, MD and Newark, DE. SEPTA (Southeastern Pennsylvania Transportation Authority) provides passenger rail service as far south as Newark, DE. MARC (Maryland Area Regional Commuter) passenger rail service extends from Virginia to Perryville, MD. The Elkton Train Station is considered the "missing link" in the region's commuter rail service. The WILMAPCO 2040 Regional Transportation Plan calls for the reintroduction of train service to Elkton by 2020. Maryland transit officials are currently working on a NEPA study for the Elkton train station site and WILMAPCO transportation planners are also updating ridership projections. Linking MARC and SEPTA commuter rail will connect Elkton to Baltimore, Philadelphia, Washington, D.C. and other major cities along the Eastern seaboard - creating opportunities to attract rail-commuting workers and visitors to Elkton and providing residents with more transportation options. This is key to providing needed access to regional economic development including BRAC and the redevelopment of the former Chrysler site by the University of Delaware. The new rail station will meet all Amtrak design standards and will include provisions for a ticket office, restrooms, a covered passenger waiting area, information kiosks, bicycle racks, bus staging area, and passenger drop-off. Rail service is a critical component of Elkton's plans to further economic development and provide greater travel choices to this rapidly growing area.

A multimodal transportation center will integrate commuter rail, the local bus and Route 65 bus service to Delaware, connecting the major population centers and destinations within the county, thus meeting the needs of commuters and reducing the number of vehicle miles traveled.

While Elkton's major roadways are primarily used by automobiles, there is an opportunity and need to encourage more bicycle travel. The Elkton Bicycle Plan serves to improve quality of life for residents and visitors by expanding transportation choice and opportunities by providing safe and convenient choices for bicycle commuting and recreation. The Town's vision is to become a community that supports bicycling as a healthy form of transportation and recreation for residents and visitors of all ages. The Town will increase bicycle usage and safety by providing a safe bicycle network with links to other modes of transportation, and by developing education programs and encouragement activities.

Elkton is currently working with the State Highway Administration to develop a Pedestrian Plan that will identify and plan for improvements to sidewalks in the pedestrian network. A Greenways Plan is envisioned as part of the overall transportation network.

In addition to re-introduction of commuter rail, expanded sidewalk network and the development of bicycling routes, the SC Plan also includes new connector streets to foster infill development, and the conversion of surface parking lots to garages.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(2) If applicable, describe the SC Area's connection or proximity to transportation centers (e.g. Metro, MARC, and light rail stations) and describe opportunities for Transit - Oriented Development (TOD). Will Plan strategies and projects contribute to jobs/housing balance or otherwise provide a mix of land uses that can be expected to reduce reliance on single-occupancy automobiles? (If transit or TOD is not applicable in your community, all points in this section will be based on questions 1 and 3) (Answer Space 4,000 characters)

Currently, the only gap in public rail service in the Northeast Corridor (NEC) is the 20-mile stretch between Perryville, MD and Newark, DE. A priority project in this SC Plan is to re-introduce commuter rail to Elkton, develop a multi-modal transportation center and implement Elkton's Transit-Oriented Development Plan.

Other transportation opportunities available within the SC Area include:

"Taxi Voucher Program" - This program supplements the cost of taxi services for senior citizens, people with disabilities and low income individuals.

"THE BUS" - The Glasgow Connection is a fixed route public system in Elkton. This connection travels between the Town of Elkton and People's Plaza in Glasgow, DE. The Perryville Connection is a fixed route public transit system in Elkton that travels between Elkton, North East, Perryville, the MARC Train and Perry Point Veterans Administration. Deviations may be made up to 3/4 mile for functionally disabled individuals with a C.T. Mobility Pass.

"C.T. Cruiser" a countywide, curb-to-curb transit service for all ages, which must be scheduled in advance.

Route 65 Bus - The Delaware Transit Corporation (DART), funded by the Delaware Department of Transportation, provides bus service that connects Elkton to Newark and the University of Delaware in New Castle County, Delaware.

Travel Training - Cecil Transit provides free travel training to groups or individuals (of all ages) in need of instruction on using public transportation.

One goal of the SC Plan is to establish and enhance connectivity from the traditional residential neighborhoods to the high-density TOD areas. The rail service and planned multi-modal transportation center is in the heart of the proposed SC Area and will provide affordable transportation choices. Elkton's Zoning Ordinance and Subdivision Regulations are being revised and updated to include changes recommended by the TOD Plan (additional mixed-use zoning, increased building height, bike and pedestrian facilities, and transit-friendly parking policies).

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(3) Which community groups or stakeholders will be key to the implementation of the initiatives and projects noted in this section? (Answer Space 4,000 characters)

Stakeholders who are key to the implementation of the initiatives and projects in this section include the Elkton Mayor and Commissioners; Elkton Town Administrator; Elkton Finance Director; Elkton Director of Building and Zoning; Elkton Planning Director; the Elkton Chamber and Alliance; Elkton Department of Public Works Director; Elkton Parks and Recreation Director; Cecil County Government; Maryland State Highway Administration; Maryland Transit Administration; Maryland Department of Transportation; DelDOT; Cecil County Department of Economic Development; the private sector; Elkton Housing Authority; DHCD; Cecil County Housing Office; Cecil County Social Services; Elkton Bicycle Committee; Union Hospital; Cecil College and WILMAPCO.

V. PROGRESS MEASURES

For the Plan parts of section IV (A through F):

(1) List the specific outcomes that the Plan seeks to produce. (Answer Space 4,000 characters)

This Plan seeks to produce a safe, clean, sustainable community with a mix of housing types, retail and a large employment base in a pedestrian and bicycle friendly environment with a fully integrated multi-modal transportation system providing access to employment and shopping, and recreation.

Implementation of this Plan will ensure the long-term sustainability of Elkton's Sustainable Communities Area by re-establishing passenger rail service to Elkton's downtown which will establish public-transit opportunities for employment, health care services, education and shopping. The extension of MARC rail service to Elkton and Newark will link MARC and SEPTA commuter rail and will connect the Town to Baltimore, Philadelphia, Washington, D.C. and other major cities along the Eastern seaboard - creating opportunities to attract rail-commuting workers and visitors to Elkton and providing residents with more transportation options. This will trigger more investment and spur additional residential development in the SC Area, and will ultimately drive implementation of Elkton's Transit-Oriented Development Plan. The integration of bicycle and enhanced pedestrian facilities and development of a Greenways trail with the proposed transit center, will provide for an attractive, multi-modal transportation system that encourages alternatives to the automobile.

The construction of a Recreation Center will provide this growing community with a desperately-needed facility that will offer important benefits such as: reducing stress, improving health, building family unity, lowering health care costs, meeting friends, providing a safe place to play, learning new skills, and building self-esteem.

A professional watershed analysis and development of a watershed plan will identify possible actions or retrofits the Town can make to help meet its TMDL limits to enhance water quality by decreasing nutrient loads into the watershed.

A comprehensive I&I analysis and plan of action to address inflow and infiltration of the wastewater collection system and identification of additional water supplies for both redundancy and growth will provide necessary water and sewer capacity to accommodate new and infill development.

(2) And, list the specific benchmarks that will be used to measure progress toward these outcomes. (Answer Space 4,000 characters)

Specific benchmarks used to measure progress toward these outcomes include:

Specific benchmarks used to measure progress toward these outcomes include:

A NEPA Study and 30% preliminary engineering designs by MTA for the proposed rail station. This will make the project eligible for federal aid funds and will allow railroad operators to finance and implement their portions of the improvements as funding allows.

Formalize agreements with property owners adjacent to the new train station and multi-modal transit center for Phase I shared parking and possible property acquisition/relocation to construct rail siding, a platform, parking lot and road re-alignment.

Development of a Pedestrian Plan and submittal of an application for Sidewalk Retrofit funds. Once funded, begin streetscape improvements to North Street (MD 268), Railroad Avenue, Bridge Street (MD 213), High Street, Bow Street, Booth Street and Howard Street. The "Train to Main" area (North Street and Railroad Avenue) will be our first priority.

Identification of gap funding sources and finalize architectural drawings for the proposed Recreation Center.

Identify additional parkland and funding sources for athletic fields.

Implementation of the Bicycle Plan, with bicycle lane markings and signage.

Development of a multi-use Greenways Plan and identification of possible funding sources.

Installation of Wayfinding signage and Gateway features.

Development and adoption of design standards for the Historic Overlay District. Protection of the remaining historic and cultural resources in Elkton.

Completion of the update to Elkton's Zoning Ordinance and Comprehensive Rezoning to incorporate recommendations of the TOD Plan.

Acquisition of property to extend Railroad Avenue to connect with High Street, creating opportunities for infill and additional affordable housing in the downtown.

Development of a sourcewater protection plan.

Rehabilitate the Belle Hill Water Tower.

Execution of a contract with a consultant to conduct a watershed analysis and development of a plan for stormwater retrofits to reduce TMDL.

Identify funding for extension of septic systems to the sanitary sewer collection system, with a priority for those in environmentally sensitive areas.

Engage a consultant to identify cost-effective drinking water sources for redundancy and growth, and develop a plan to develop those sources.

Development of a plan by MD SHA for intersection upgrades at MD 213/US Route 40.

Complete an I&I analysis and develop a plan of action to address inflow and infiltration of the wastewater collection system.

Completion of an energy audit of the Elkton municipal buildings.

Evaluate the cost/benefit to replace street lights with more efficient fixtures.

REPLACE THIS PAGE WITH
LOCAL GOVERNMENT SUPPORT
RESOLUTIONS

**SUSTAINABLE COMMUNITY APPLICATION
DISCLOSURE AUTHORIZATION AND CERTIFICATION**

The undersigned authorizes the Department of Housing and Community Development (the “Department”) to make such inquiries as necessary, including, but not limited to, credit inquiries, in order to verify the accuracy of the statements made by the applicant and to determine the creditworthiness of the applicant.

In accordance with Executive Order 01.01.1983.18, the Department advises you that certain personal information is necessary to determine your eligibility for financial assistance. Availability of this information for public inspection is governed by Maryland’s Access to Public Records Act, State Government Article, Section 10-611 et seq. of the Annotated Code of Maryland (the “Act”). This information will be disclosed to appropriate staff of the Department or to public officials for purposes directly connected with administration of this financial assistance program for which its use is intended. Such information may be shared with State, federal or local government agencies, which have a financial role in the project. You have the right to inspect, amend, or correct personal records in accordance with the Act.

The Department intends to make available to the public certain information regarding projects recommended for funding in the Sustainable Community Plan. The information available to the public will include the information in this application, as may be supplemented or amended. This information may be confidential under the Act. If you consider this information confidential and do not want it made available to the public, please indicate that in writing and attach the same to this application.

You agree that not attaching an objection constitutes your consent to the information being made available to the public and a waiver of any rights you may have regarding this information under the Act.

I have read and understand the above paragraph. Applicant’s Initials: _____

Anyone who knowingly makes, or causes to be made, any false statement or report relative to this financial assistance application, for the purposes of influencing the action of the Department on such application, is subject to immediate cancellation of financial assistance and other penalties authorized by law.

The undersigned hereby certifies that the Sustainable Communities Plan or Project(s) proposed in this Application can be accomplished and further certifies that the information set herein and in any attachment in support hereof is true, correct, and complete to the best of his/her knowledge and belief.

Authorized Signature

Print Name and Title

Date